

The copy filmed here has been reproduced thanks to the generosity of:

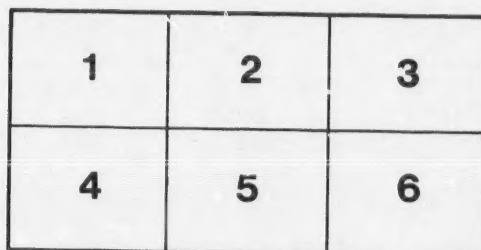
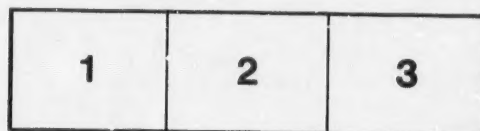
The Nova Scotia
Legislative Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol ➡ (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

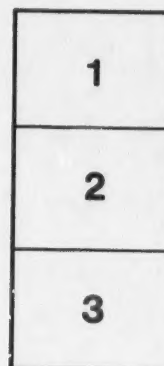
The Nova Scotia
Legislative Library

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

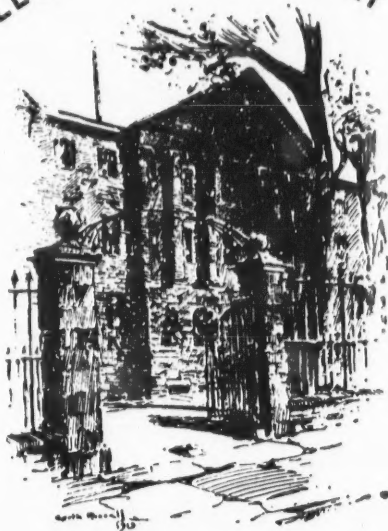
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole ➡ signifie "A SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



NOVA SCOTIA
LEGISLATIVE LIBRARY



PROVINCE HOUSE

71.764
M

The Dry Dock.

THE following Letter and Editorial appeared in the *Morning Chronicle*, Jan. 26, 1877. Since that time, but little interest has been manifested in the matter until recently, when it has been brought up in Parliament and an effort made to induce the Government to assist an enterprise of this kind. The necessity for a Dry Dock at this place has become more and more apparent. At one time last winter three large steamers were here requiring the services of one; and on constantly recurring occasions the want of one has been felt.

HALIFAX, N. S., March 17, 1880.

To the Editor of the *Morning Chronicle* :

SIR,—

No subject of greater interest or importance to Halifax as a maritime city has been brought forward for a long time, than that of building a dry dock. The subject has been before the Chamber of Commerce on several occasions, and its claims have been ably pressed by the gentleman who has been prominent in urging its advantages; and some action has been taken by the Chamber. But it has not received that attention from the press or public that its importance demands.

A dry dock is the necessary complement to every first-class seaport, and will prove a most valuable addition to our existing advantages, advantages which we cannot too highly appreciate, and of which we cannot boast too much—a fine harbor easy of access at all seasons, with

port charges reduced to a minimum ; cheap coals, supplies and labor ; within one hundred miles of the course between New York and Liverpool.

What, then, is to prevent Halifax from being more used by all the great lines of steamers ? The reason undoubtedly is the want of facilities for docking and repairing large vessels. It is true there is a marine railway, which has been much improved and adapted for taking up larger vessels than formerly, and for which its enterprising directors deserve the thanks of the public. But this mode of lifting vessels can never take the place of docking large ships. For the repairing and examination of the bottom of vessels there are three systems in use—the marine railway, the floating or sectional dock, and the dry dock or basin, of course with modifications of each. The first is the cheapest and in most general use for small vessels. The second is adapted for both large and small vessels, and is used where, from natural and other causes, it would be difficult to construct a dry dock—for instance, at Bermuda, where there is but little rise and fall of tide, with a coral formation and expensive materials and labor, the Home Government thought it expedient to send out a floating dock. The last, or dry dock, is undoubtedly the most expensive at first, but, once built, the expense of maintenance and repairs is only a fraction of the others. It is more durable, more substantial, and safer. At Halifax there is every reason for building a dry dock, rather than a floating one. The proper kind of stone is abundant and cheap. There would be no trouble in securing a foundation. It would be free from all the vicissitudes of weather, tides, ice, &c. Except for the gales and caissons, it will require few or no repairs. The machinery and boilers are, of course, common to all kinds.

There are now in our harbor three, if not four, steamers, which would avail themselves of such a dock, and the knowledge that we had one would undoubtedly bring others. Of the first cost, only a qualified engineer, after the site, size, &c., had been determined upon, could give an estimate. The dry dock in Boston cost about \$650,000, and the one in New York \$850,000. But in both cases the first cost was much enhanced, owing to soft bottom, quick-sands, and the difficulty of securing a good foundation. Both are built of granite.

Its size should be sufficient to dock the largest vessels, as the *Faraday*, whose beam, 52½ feet, is about the same as the *Minotaur*, or the White Star ship *Britannic*, whose length over all is 465 feet.

It will be difficult to select a site, owing to the usually abrupt

shores of the harbor. Dartmouth Cove is an exception, but for many reasons the dock should be on this side. The Imperial Dockyard offers more advantages than any other position, particularly if the Imperial Government assist in building the dock. If built parallel with the harbor, with an entrance at either end, it could be used as one dock or two by a caisson in the centre.

Independent of these general reasons, there are many minor and local ones for pushing this enterprise. It will require a large amount of labor, and consequently diffuse a corresponding amount of money. It will, when completed, give employment to shipwrights, machinists, and all whose occupations centre around a vessel. As to the financial part of the undertaking, and of course the most important, I am at sea, and must leave it to be dealt with by others better versed in such matters. I can only say it is matter more for the Government than for individuals to undertake.

In conclusion, Mr. Editor, besides every reason in a commercial point of view, for pressing this subject, there are others of greater moment for the construction of a Dock at this place. Leaving out of the question Gibraltar and Malta, England has no more valuable stronghold than this, and in certain eventualities it might become an all important point. Now that iron ships are so generally used, it is necessary that at times they should be docked and their bottoms examined and cleaned.

J. T. W.

THE DRY DOCK.—We print to-day the best contribution to the dry dock discussion that has yet appeared in the press. It is from the pen of a mercantile gentleman who ably presents the advantages that would be derived from the construction of such a dock as is proposed. Though the project has occasionally been alluded to in past years it is practically a new matter now, and one on which the public have little information. The recent discussions having aroused the community to a sense of the importance of the scheme, our citizens will await with interest the results of the action of the Chamber of Commerce.

—*Chronicle*, Jan. 26, 1878.